

Committees: Streets and Walkway Sub Committee - for decision Projects and Procurement Sub Committee – for information	Dates: 9 July 2024 15 July 2024
Subject: Temple Avenue improvements (Fleet Street Area programme) Unique Project Identifier: 12452	Gateway 2: Project Proposal Regular
Report of: Interim Executive Director, Environment	For Decision
Report Author: Maria Herrera – Environment Department	
<h1 style="margin: 0;">PUBLIC</h1>	

Recommendations

<p>1. Next steps and requested decisions</p>	<p>Project Description:</p> <p>Public realm, climate resilience, greening and accessibility improvements to Temple Avenue to provide an enhanced street environment and to support this key north-south connection from the Victoria Embankment to the Whitefriars and Fleet Street Area.</p> <p>This project has been identified as a high priority project following the completion of the Fleet Street Area Healthy Streets Plan in 2023 and it is funded by various sources including the Cool Streets and Greening programme and section 106 contributions.</p> <p>The project will aim to deliver public realm enhancements, climate resilience, greening and accessibility measures, and will include consideration for the following:</p> <ul style="list-style-type: none"> • Relocation of cycle racks and parking bays to a nearby location to provide space for trees, planting and climate resilience measures in the southern section of the street. • A permanent design to replace the temporary parklets installed in 2021/2, as part of the Covid19 response. • Accessibility and walking improvements to include the provision of raised crossing points where feasible. • Cycle access through the street will be maintained.
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	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Undertake Healthy Streets Design Check and City of London Street Accessibility Tool baseline assessments. • Undertake a review of parking provision, usage, and kerbside activity to identify if there are any opportunities to relocate parking bays in the area. • Commission topographical and radar surveys to assess viability of in-ground planting (including trees). • Undertake stakeholder engagement. <p>Funding Source: Cool Streets and Greening Programme (On Street Parking Reserve - OSPR) and S106 receipts allocated to the Fleet Street Area Programme, as well as additional external contributions which are yet to be determined. The scope of the project can be adapted to meet the available budget.</p> <p>Requested Decisions: Members are asked to:</p> <ul style="list-style-type: none"> • Approve the initiation of this project. • Approve the budget of £80,000 (staff costs and fees) for the project to reach the next Gateway 3/4, funded from the Cool Streets and Greening Programme (OSPR) (£50,000) and S106 receipts allocated to the Fleet Street Area Programme (£30,000). • Note the total estimated cost of the project at £350K-750K (excluding risk). 											
<p>2. Resource requirements to reach next Gateway</p>	<table border="1"> <thead> <tr> <th data-bbox="549 1496 719 1641">Item</th> <th data-bbox="719 1496 1046 1641">Reason</th> <th data-bbox="1046 1496 1233 1641">Funds/ Source of Funding</th> <th data-bbox="1233 1496 1391 1641">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="549 1641 719 1895">Staff time P&T</td> <td data-bbox="719 1641 1046 1895">Project management, option appraisal, stakeholder engagement and report writing.</td> <td data-bbox="1046 1641 1233 1895" rowspan="2">OSPR and S106 receipts.</td> <td data-bbox="1233 1641 1391 1895">35,000</td> </tr> <tr> <td data-bbox="549 1895 719 2040">Staff time Highways</td> <td data-bbox="719 1895 1046 2040">Technical guidance and feasibility design.</td> <td data-bbox="1233 1895 1391 2040">20,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff time P&T	Project management, option appraisal, stakeholder engagement and report writing.	OSPR and S106 receipts.	35,000	Staff time Highways	Technical guidance and feasibility design.	20,000
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Staff time Highways	Technical guidance and feasibility design.		20,000									

	Fees	Survey work, design consultancy and related services.		25,000
	Total			80,000
	<p>Costed Risk Provision requested for this Gateway: A costed risk provision is not required at this stage of the project.</p>			
3. Governance arrangements	<p>This project forms part of the Fleet Street Area Programme which has an established working group with members from the Fleet Street Quarter BID, local stakeholders and Ward Members.</p> <p>The Service Committee is the Streets and Walkways Sub-Committee</p> <p>The Senior Responsible Officer is Bruce McVean, Assistant Director, Policy and Projects</p>			

Project Summary

4. Context	<p>4.1 The Temple Avenue improvements project is part of the Fleet Street Area Healthy Streets Plan adopted in November 2023. The public consultation undertaken with the Healthy Streets plan, indicated strong support to improve Temple Avenue and create a new public space, particularly adding greening.</p> <p>4.2 The street is an important north-south walking, wheeling, and cycling route from the Victoria Embankment into the Whitefriars and Fleet Street Area. The improvements on Temple Avenue will also support the connection with the new Thames Tideway public space and the Embankment cycleway.</p> <p>4.3 The street is currently closed to motor vehicle access at the southern end, hence the potential to create a new public space with greening at this location.</p> <p>4.4 This area includes several residential buildings. The proposals will need to take this into account, along with the requirements for kerbside vehicle loading and turning space.</p>
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<p>5. Brief description of project</p>	<p>5.1 Initial evaluation work through the preparation of the Healthy Streets Plan has identified the following considerations and opportunities:</p> <p>5.2 There is an absence of greenery in the area and a desire to rectify this by introducing trees and planting.</p> <p>5.3 This street is within the City Flood Zone, parts of the street are at risk from surface water/ sewer flooding during larger storms and the introduction of climate resilience measures should be considered.</p> <p>5.4 In 2021, two parklets were installed on Temple Avenue as part of the City's Covid-19 response to provide safe outdoor space to socialise and support local businesses. The parklets have proven to be successful and well utilised. This project will look to undertake permanent improvements in place of the temporary parklets. This could include widening of footways, planting, and provision of street furniture.</p> <p>5.5 There is an absence of dropped kerbs and raised crossing points which needs to be addressed to improve accessibility for people walking and wheeling. The project will seek to introduce raised crossings and crossovers where feasible.</p> <p>5.6 The street is closed to motor vehicles at the southern end and is primarily used by servicing vehicles and for parking purposes. Consideration for areas of loading, unloading, and parking is required. The surveys undertaken as part of the Healthy Streets Plan identified potential new kerbside parking locations on Tallis Street, Carmelite Street, Bouverie Street and on Bridewell Place. The relocation of parking bays would provide the required space for planting and climate resilience measures. This also needs to be considered in the context of the need to provide dockless cycles and e-scooter bays.</p> <p>5.7 This is a conservation area with an attractive townscape. It is desirable that the street environment is enhanced to provide a higher quality public realm.</p> <p>5.8 This is a residential area and so any public seating will need to be carefully positioned.</p>
<p>6. Consequences</p>	<p>6.1 Stakeholder and Member engagement through the Fleet Street Area HSP and working group has indicated strong support for the improvement of this street. If this project proposal is not</p>

<p>if project not approved</p>	<p>approved, aspirations from stakeholders to deliver a green and more welcoming environment wouldn't be met.</p> <p>6.2 As part of the Covid19 City's response two parklets were installed on Temple Avenue to support local businesses. The aim is to replace the parklets with permanent improvements which will require less maintenance and deliver long lasting benefits for the area. If this project is not approved, the delivery of permanent improvements wouldn't be feasible.</p> <p>6.3 The area will not meet the required standards for accessibility, with a lack of dropped kerbs and safe crossing points on desire lines.</p>
<p>7. SMART project objectives</p>	<p>7.1 Introduce greenery and tree planting in line with the Climate Action Strategy, where feasible.</p> <p>7.2 Provision of additional pavement space for walking, seating and tables and chairs to support local businesses.</p> <p>7.3 Optimise loading and parking provision to ensure the needs of local occupiers are met, whilst providing an improved environment for people walking, wheeling and spending time in the area.</p> <p>7.4 Accessibility improvements to provide safer crossing points for all users.</p>
<p>8. Key benefits</p>	<p>8.1 Public realm, greening and climate resilience measures are to be introduced contributing to the Climate Action Strategy outcomes.</p> <p>8.2 Improved environment for people walking, wheeling, cycling and spending time in the area. An accessible public realm with wider pavements and safe crossing points which are clearly demarcated to contribute to the Transport Strategy Outcomes</p> <p>8.3 Stakeholder's aspirations will be met, ensuring the area remains attractive and the local economy is supported.</p> <p>8.4 A high quality design will be delivered in line with the historic setting of the streets with nearby listed buildings.</p>
<p>9. Project category</p>	<p>7a. Asset enhancement/improvement (capital)</p>
<p>10. Project priority</p>	<p>B. Advisable</p>

11. Notable exclusions	None noted
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Options Appraisal

12. Overview of options	<p>12.1 Options for the introduction of trees, planting and climate resilience measures will be considered subject to ground conditions. Permanent improvements to replace the temporary parklets will be explored.</p> <p>12.2 Opportunities for wider pavements, introduction of raised tables or where not achievable, dropped kerbs at desire lines will be explored.</p> <p>12.2 Options regarding re-location of parking bays, loading and unloading provision will be reviewed as part of the design development stage.</p> <p>12.3 The project scope will be adapted to meet the available budget by prioritising the various design elements in terms of benefits achieved and affordability. However, it is intended to design the street holistically with all needs in mind so that, if necessary, it can be added to as funding becomes available</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project: The assessment of options will be undertaken during summer/autumn 2024. Stakeholder engagement to review options is planned for late 2024. Once a preferred option has been established it will be developed and presented for Member approval.</p> <p>Key dates: A Gateway 3-4 report is expected in early 2025.</p> <p>Other works dates to coordinate: The implementation of the highway and public realm works will be coordinated with nearby developments and other highway improvements in the local area.</p>
14. Risk implications	<p>Detailed project risk register is included in Appendix 3.</p> <p>Overall project risk: Low</p> <p>Project RAG status: Green</p> <ul style="list-style-type: none"> • Stakeholders object to the design proposals <i>Risk response: reduce.</i>

	<p>Options will be considered and discussed with stakeholders as the project is developed, including reviewing parking provision and the introduction of greenery.</p> <ul style="list-style-type: none"> • Works adversely impact flooding hotspot. <i>Risk response: reduce.</i> <p>Designs will be carefully considered to ensure that they only beneficially impact the flooding hotspot and that designs which could result in increased risks to surrounding property by altering the flow paths of flood water are not taken forward.</p>
<p>15. Stakeholders and consultees</p>	<p>15.1 External consultees:</p> <ul style="list-style-type: none"> • Residents • Local businesses and occupiers • Developers with an interest in the area • Fleet Street Programme Working Group <p>15.2 Internal consultees:</p> <ul style="list-style-type: none"> • City of London Environment Department (including Highways, Cleansing, City Gardens) • Ward Members

Resource Implications

<p>16. Total estimated cost</p>	<p>Likely cost range (excluding risk): £350 - £750k.</p>					
<p>17. Funding strategy</p>	<p>Choose 1: Partial funding confirmed</p>	<p>Choose 1: Mixture - some internal and some external funding</p>				
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<p>18. Investment appraisal</p>	<p><i>Not Applicable</i></p> <p>On-going revenue implications</p> <p>18.1 Revenue implications for highways and soft landscaping maintenance, and cleansing will be confirmed at the next Gateway and will be included within the project budget.</p>							
<p>19. Procurement strategy/route to market</p>	<p>19.1 It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway's.</p> <p>19.2 The design work is proposed to be carried out in-house by the Highways and the Policy & Projects team in collaboration with stakeholders. There may also be a requirement for a landscape architect to be appointed, subject to scope and resourcing. It may be necessary to undertake further data collection with regards the kerbside use by an external provider. These external consultants' input would follow the standard procurement process.</p> <p>19.3 The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Toolkit (2024).</p>							
<p>20. Legal implications</p>	<p>None</p>							

21. Corporate property implications	None.
22. Traffic implications	22.1 Options regarding consideration of parking provision, loading, and unloading will be reviewed as part of the design development. Any proposed changes would be subject to statutory consultation processes
23. Sustainability, climate and energy implications	<p>23.1 It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.2 Climate Change resilience measures and planting will be considered as part of the design development such as rain gardens and tree planting.</p> <p>23.3 The southern part of Temple Avenue is in the City flood risk zone. This means that designs will need to carefully consider the topography of the street network and drainage available as well as opportunities for increased greening to mitigate the issues.</p>
24. IS implications	None.
25. Equality Impact Assessment	<p>A test of relevance will be undertaken during the next stage of work which will inform whether a full assessment is required.</p> <p>City of London Streets Accessibility Tool will be used to undertake a baseline assessment and review the proposed design.</p>
26. Data Protection Impact Assessment	None

Appendices

Appendix 1	Plan of the project area
Appendix 2	Project Briefing
Appendix 3	Risk Register

Contact

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